Amendments to the Claims

The listing of claims will replace all prior versions, and listings of claims in the application.

1. (Original) A preventive method for preventing suicidal hijack by means of aircraft-carried global position electronic map, a flight control apparatus being provided on the aircraft, the method being characterized in that the flight control apparatus includes information of flight-prohibition area, and the flight control apparatus prevents the aircraft from flying to the flight-prohibition destinations according to the information of flight-prohibition area and the flight data of the aircraft.

2. (Presently Amended) A method according to claim 1, characterized in that the information of flight-prohibition area includes flight-prohibition database (E), the flight-prohibition database including electronic map values of lowest limited height and latitude and longitude of the flight-prohibition destinations within the whole airspace, which values are preset ~~and cannot be amended by the personnel on the aircraft~~, and includes the data of the requested flight-prohibition in the emergency sub-database (D2), ~~which data cannot be amended by the personnel on the aircraft,~~ the data of the requested flight-prohibition including the geographic position and altitude values of stationary and movable establishments on the ground or water which are flight-prohibition destinations, the geographic position and altitude values being transmitted to the aircraft from local users around the world.

3. (Presently Amended) A method according to claim 2, characterized in that, the flight-prohibition database (E) is programmed and fixed, and ~~that the storage for storing the emergency sub-database (D2) of~~ the data of requested flight-prohibition is read/written from/in the emergency sub-database (D2) in a readable-and-writable storage manner which can be set as write-protective, or in an encrypted readable-and-writable storage manner.

4. (Presently Amended) A method according to claim 2 ~~1~~, characterized in that the information of flight-prohibition area includes temporary piloting data ~~which cannot be amended by the personnel on the aircraft~~, the temporary piloting data being electronic map values of flight height and consecutive latitude and longitude for piloting and data for piloting automatically entering an aerodrome, which temporary piloting data are transmitted into the emergency sub-database (D1) of the aircraft from a nearest ground supervision center, wherein when the aircraft is within a predetermined scope with respect to ~~of~~ the flight-prohibition destinations, the aircraft flies according to the temporary piloting data; ~~the storage for the emergency sub-database (D1) of~~ the temporary piloting data is read/written from/in the emergency sub-database (D1) in a readable-and-writable storage manner which can be set as write-protective, or in an encrypted readable-and-writable storage manner; when the aircraft is flying within the emergency protective scope with respect to ~~of~~ the flight-prohibition destinations, the aircraft is directly controlled by the main computer in the flight control apparatus, without using any current piloting data.

5. (Presently Amended) A method according to claim 2, characterized in that the main computer in the aircraft identifies the value of the altitude in the information of flight-prohibition area and automatically sets a value H according to the type of the aircraft, and when the flight height of the aircraft is higher than a threshold which is a summation of the altitude of the establishment plus value H, the aircraft makes no response to the ~~data of the requested~~ flight-prohibition target, and when the flight height of the aircraft is equal to or less than the threshold, the aircraft makes response to the flight-prohibition.

6. (Original) A method according to claim 2, characterized in that according to the received data of the user's requested flight-prohibition, the flight control apparatus transmits an alarm and its own real-time position information and the data of the user's requested flight-prohibition to the nearest supervision center, and receives the temporary piloting data from the supervision center.

7. (Presently Amended) A method according to claim 1 or 2 or 4, characterized in that, the manipulation device of the aircraft has an identifier for identifying ~~identify~~ true or false of the identity or status of the pilot;

~~when the pilot is~~ if the identification result is true or the aircraft includes no identifier, the identification logic value of the pilot is set true by the main computer ~~when the aircraft includes no identifier~~, and the aircraft accepts the manual control of the pilot or the control of automatic pilot, and at the same time makes comparison and calculation ~~comparing and calculating~~ on the basis of the information of flight-prohibition area and the flight data of the aircraft; when relevant abnormality occurs, the identification logic value of the pilot is set false by the main computer, and when the relevant condition becomes normal after a rectifying action by the aircraft, the identification logic value of the pilot is set to true by the main computer; ~~when the aircraft is close to or fly into the flight-prohibition area, the manual control is not accepted, and the automatic pilot automatically performs rectifying flight according to the instruction from the main computer, and after the automatic rectifying flight, the manual control of the pilot or the control of automatic pilot is accepted;~~

~~when being~~ if the identification is false, the aircraft does not accept the manual control of the pilot, but only accepts the control of automatic pilot instructed by the main computer, protects the information of flight-prohibition area and the flight data of the aircraft, protects the oil and power supply on the aircraft, and do not accept the instruction of stopping the running of the engine during flight; and the aircraft transmits its own position information and an alarm and receives temporary piloting data from the nearest supervision center, and at the same time makes comparison and calculation ~~comparing and calculating~~ on the basis of the information of flight-prohibition area and the flight data of the aircraft; and

~~when the aircraft is close to or flies into the flight-prohibition area, the automatic pilot automatically performs rectifying flight~~

the main computer automatically selects to perform the pilotage of the supervision center or target emergency protective flight based on the result of the above said comparison and calculation.

8. (Presently Amended) A method according to claim 7, characterized in that the automatic pilot control of the aircraft instructed by the main computer is performed according to the flight data and the information of flight-prohibition area ~~parameters~~ that cannot be amended by the personnel on the aircraft.

9. (Original) A method according to claim 1, characterized in that the flight control apparatus is provided in a backup manner, and has at least one backup apparatus, and the aircraft has at least two copy of concealed backup power supplies.

10. (Original) A preventive method for preventing suicidal hijack by means of aircraft-carried global position system electronic map, a flight control apparatus being provided in an aircraft, the flight control apparatus comprising:

(a) flight-prohibition database (E), which is pre-programmed and fixed with electronic map values of lowest limited height and latitude and longitude of the flight-prohibition ground destinations within the whole airspace, which values cannot be amended by the personnel on the aircraft;

(b) emergency database (G): including emergency sub-database (D1) and (D2), the emergency sub-database (D1) and (D2) including ground data received and controlled by the radio receiver and sub-computer, the emergency sub-database (D1) and (D2) of the emergency database (G) being readable-and-writable storage which can be set as write-protective, or encrypted readable-and-writable storage;

emergency sub-database (D1), for storing the temporary piloting data transmitted from a ground supervision center, for use in performing flight when protecting a flight-prohibition target;

emergency sub-database (D2) for storing the geographic mark information of the stationary or movable targets on the ground or water being requested flight-prohibition protection, the

information being transmitted from ground users in the world, the geographic mark including the position data of the users requesting flight-prohibition protection, determined by a global position receiver; and

(c) a main computer in the flight control apparatus automatically determining true or false; H value and the protective threshold of height of airspace being automatically set according to the type of the aircraft; the flight control apparatus of the aircraft using the above data to automatically select the flight manner of the aircraft to execute ground piloted flight or emergency protective flight, in case of yawing and protecting a flight-prohibition target.

11. (New) A preventive method for preventing suicidal hijack by means of aircraft-carried global position system electronic map, a flight control apparatus being provided in an aircraft, and the flight control apparatus includes information of flight-prohibition area, the method comprising:

A) providing the flight-prohibition area information as follows:

(i) pre-programming electronic map values of lowest limited height and latitude and longitude of the flight-prohibition ground destinations within the whole airspace, which values cannot be amended by the personnel on the aircraft and are fixed in a flight-prohibition database (E);

(ii) receiving and controlling ground data by the radio receiver and sub-computer in the aircraft, which ground data is read/written from/in an emergency database (G), which includes emergency sub-database (D1) and (D2), in a readable-and-writable storage manner which can be set as write-protective, or in an encrypted readable-and-writable storage manner;

(a) storing in the emergency sub-database (D1) temporary piloting data transmitted from a ground supervision center, for use in performing flight when protecting a flight-prohibition target;

(b) storing in the emergency sub-database (D2) the geographic mark information of stationary or movable targets on the ground or water being requested flight-prohibition protection, the information being transmitted from ground users all over the world, the geographic mark including the position data of the users requesting flight-prohibition protection, which position data is determined by a global position receiver; and a main computer in the aircraft sets a value H and a protective threshold of height of airspace according to the type of the aircraft; and

B) the flight control apparatus of the aircraft automatically determining true or false according to the information of flight-prohibition area and the flight data of the aircraft, and automatically selecting to cause the aircraft to perform the pilotage of the supervision center or target emergency protective flight in case of yawing or protecting a flight-prohibition target.